



**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

**Air Traffic Organization Policy**

**NOTICE  
N JO 7110.466**

Cancellation Date:  
April 26, 2008

**SUBJ:** Automation of Telephone Information Briefing Service (TIBS) and Hazardous Inflight Weather Advisory Service (HIWAS) Broadcasts

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- 1. PURPOSE.** This notice amends Federal Aviation Administration Order (FAAO) 7110.10S, Flight Services, Paragraphs 2-3-2, Area/Route Briefing Procedures; 2-3-3, Monitoring, and 2-4-3, Content.
- 2. DISTRIBUTION.** This order is distributed to the Air Traffic Organization (ATO) Flight Services Information Area Groups, and all air traffic facilities.
- 3. EFFECTIVE DATE.** This notice is effective April 27, 2007.
- 4. DOCUMENT AVAILABILITY.** The notice is available on MyFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications Web site at [http://www.faa.gov/airports\\_airtraffic/air\\_traffic/publications](http://www.faa.gov/airports_airtraffic/air_traffic/publications).
- 5. BACKGROUND.** The automation of TIBS and HIWAS broadcasts is a part of the FS21 flight planning and weather briefing system being installed at automated flight service stations (AFSS) outside of Alaska. The ability to record messages and make them available to the pilot community via the telephone was a step forward in providing information to pilots, but building TIBS recordings has been a labor-intensive process for an AFSS specialist. The process often results in late recordings and variable quality because of human interpretive differences. Moreover, it results in the loss of a highly trained professional from his or her primary responsibility of pilot weather briefing. The further automation of repetitive tasks like TIBS is not only more cost effective, but highly desirable from a standardization and quality assurance perspective. The automation of this process is contingent upon the ability to convert weather products into text- to-voice format, a process readily available with today's technology. Three basic types of TIBS recordings are made today: area/route briefings, airspace procedures, and special announcements. Airspace procedures and special announcements will continue to be produced manually. Only the TIBS area/route briefings are being automated.

The purpose of HIWAS is to alert pilots to hazardous weather along their routes of flight. Recent National Weather Service (NWS) message format changes and the improvement of text-to-voice software have made it possible to create HIWAS broadcasts with computers at central locations and to disseminate them via remote communication outlets nationwide. The FS21 system will produce a site-specific, customized broadcast for each HIWAS outlet or group of outlets.

**6. REQUIREMENTS.** Facility managers shall ensure operational personnel are briefed on the contents of this notice before the effective date.

**7. POLICY.** The requirement for summarizing weather for TIBS broadcasts will be discontinued for automated and nonautomated broadcasts. Recording accuracy would be assured by continuous software data sampling on the multiple data feeds into the FS21 system. In addition to continuous data sampling, the recorded product will be monitored by quality assurance once each shift to ensure the clarity and accuracy of the broadcast.

The requirements for HIWAS will also change to no longer mandate summarization. Also the requirement to include weather considered significant but not already contained in a current hazardous weather advisory will be dropped. HIWAS will include a verbatim text-to-voice announcement of all current hazardous weather advisories.

## **8. PROCEDURES.**

- a.** Amend FAAO 7110.10S, Paragraph 2-3-2, Area/Route Briefing Procedures, as follows:

First subparagraph – no change.

- a.** Introduction. State the preparation time and the route and/or the area of coverage. The service area may be configured to meet the individual facility's needs; e.g., 50-NM radius, route oriented.

**NOTE-**

*For the purpose of TIBS broadcasts, an area briefing may be a geographic location not defined by a nautical mile radius, for example, NORTHWEST NEBRASKA.*

**PHRASEOLOGY-**

*THIS RECORDING PREPARED AT (time) LOCAL or (time) ZULU. BRIEFING SUMMARY FOR:*

*A (number of miles)-NAUTICAL MILE RADIUS OF (location),*

*or*

*(location not defined by nautical mile radius),*

*or*

*THE ROUTE FROM (location) TO (location).*

- b.** Adverse Conditions. Include WST, WS, WA, CWA, AWW, UUA, and any other available information that may adversely affect flight in the route/area.

**PHRASEOLOGY-**

*WEATHER ADVISORIES ARE IN EFFECT FOR (adverse conditions) OVER (geographic area) (text).*

- c.** VFR Not Recommended Statement. Include this recommendation when current or forecast conditions, surface or aloft, would make flight under visual flight rules doubtful.

**PHRASEOLOGY-**

*V-F-R FLIGHT NOT RECOMMENDED (location) DUE TO (conditions).*

Subparagraph 2-3-2d, Synopsis - no change.

e. Current Conditions. Include current weather conditions over the route/area and PIREPs on conditions reported aloft.

**NOTE-**

*When communicating weather information on the TIBS broadcast or telephone, cloud heights may be announced in either group form or in hundreds or thousands of feet, such as, seventeen thousand or one seven thousand.*

Subparagraph 2-3-2f, Density Altitude – no change.

g. En Route Forecast. Include forecast information from appropriate data; e.g., FA Synopsis, TAFs, and weather advisories.

h. Winds Aloft. Include winds aloft as forecast for the route/area as interpolated from forecast data for the local and/or the adjacent reporting locations for levels through 12,000 feet. The broadcast should include the levels from 3,000 to 12,000 feet, but shall always include at least two forecast levels above the surface.

i. Request for PIREPs. When weather conditions within the area or along the route meet requirements for soliciting PIREPs (para 9-2-5), include a request in the recording.

**PHRASEOLOGY-**

*PILOT WEATHER REPORTS ARE REQUESTED. CONTACT FLIGHT WATCH OR FLIGHT SERVICE, AS APPROPRIATE.*

Delete the NOTE which follows paragraph 2-3-2i.

Subparagraphs 2-3-2j, NOTAM Information, and 2-3-2k, Military Training Activity – no change.

Subparagraph 2-3-2l, ALNOT Alert Announcement - delete.

Renumber current subparagraph 2-3-2m, Closing Announcement, as 2-3-2l.

**b. Amend Paragraph 2-3-3, Monitoring, as follows:**

a. Manually prepared meteorological recordings shall be monitored immediately after recording and as necessary to ensure accuracy of data. Nonmeteorological recordings shall be monitored and checked for quality and accuracy immediately after recording and once each shift. After each recording, the TIBS shall be checked for availability by calling 1-800-WX-BRIEF or a locally designated phone number. Subsequent checks may be accomplished using local monitoring.

b. Automated TIBS products shall be monitored once each shift to ensure clarity and accuracy.

**c. Amend Paragraph 2-4-3, Content, as follows:**

Thru subparagraph 2-4-3a – no change.

b. Statement of hazardous weather, including WSTs, WSs, WAs, UUAs, AWWs, and CWAs.

Subparagraph 2-4-3c – no change.

d. Recommendation to contact AFSS/FSS/FLIGHT WATCH for additional details concerning hazardous weather.

***PHRASEOLOGY-***

*CONTACT FLIGHT WATCH OR FLIGHT SERVICE, AS APPROPRIATE, FOR ADDITIONAL DETAILS.*

Delete the NOTE which follows paragraph 2-4-3d.

A handwritten signature in black ink, appearing to read "M. Cirillo", is positioned above the printed name.

Michael A. Cirillo  
Vice President, System Operations Services  
Air Traffic Organization